Effective: April 1, 2004	96.00 Utility Accommodation 96.50 Construction Requirements 96.51 Traffic Control
Supersedes: August 1, 1997	

A. Authority

All traffic control for utility work performed on state trunk highways shall abide by**:**

1. The current *Wisconsin Manual on Uniform Traffic Control Devices* (MUTCD) and any supplements thereto.

2. The booklet, *Work Zone Safety, Guidelines for Construction, Maintenance, and Utility Operations, January 2003,* as published by the Transportation Information Center – LTAP, University of Wisconsin Madison. A copy of this booklet can be downloaded at: http://www.dot.wisconsin.gov/business/rules/docs/wzsb.pdf

3. Sections 637 and 643 in the current edition of WisDOT's Standard Specifications for Highway and Structure Construction.

4. The specific provisions within this section.

The standards set forth in the *Wisconsin MUTCD* are considered minimums, and additional traffic control shall be used when necessary.

B. General Policy

All utility work shall be planned and implemented with full regard for safety and to minimize interference with traffic, which includes pedestrian and bicycle traffic. On heavily traveled highways, utility work interfering with highway traffic may not be allowed during peak traffic hours. Any such work allowed shall be planned to minimize the closure of intersecting streets, road approaches, and other accesses.

No utility work shall begin until all appropriate warning signs, devices, and public protection methods are in place and fully functional, which shall be maintained until all utility work is complete. For those operations that entirely close or encroach a traffic lane, a proper traffic control plan shall be submitted or made reference to (e.g. *Work Zone Safety* booklet page 25) with a utility's permit application.

All warning signs shall have prismatic, reflectorized sheeting material that complies with section 643.2.12.2 of WisDOT's Standard Specifications for Highway and Structure Construction, current edition. Warning signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the job site or when the signs' messages are not relevant. All barricades and barrels shall be reflectorized with Type H reflective sheeting as a minimum. Cones used during nighttime operations shall be at least 28" in height and reflectorized.

C. Traffic Control Selection

1. **Factors**

When selecting the appropriate traffic control plan (TCP) for a utility project, consideration shall be given to the following factors:

Related to the highway

a. Physical characteristics (Hills, curves, accesses, etc.)
b. Available sight distance
c. Posted speed limit
d. Traffic volume

Related to the project

e. Type and duration of work
f. Time of day
g. Weather conditions
h. Light conditions

2. **Long-term, Intermediate-term, and Short-term Stationary Work**

All utility work that takes longer than 60 minutes to perform should utilize the *Wisconsin MUTCD* or *Work Zone Safety* booklet diagrams, or a utility may develop its own TCP contingent upon WisDOT approval. WisDOT may require a more extensive TCP in any of the following situations:

a. Utility work that is performed during nighttime hours.

b. Traffic control that is required overnight to protect a work zone during non-work times.

c. Utility work that is performed in a continuously moving work zone. This excludes moving from one stationary work zone to another.

d. Utility work that cannot be adequately protected by using the *Wisconsin MUTCD* or *Work Zone Safety* booklet diagrams.

3. **Short Duration Work**

Daytime utility work that will be completed in 60 minutes or less and does not encroach a traffic lane usually does not require the use of a specific TCP. A utility is still responsible for providing traffic control adequate to protect public safety.

For short duration traffic control, a utility may omit warning signs and channelizing devices. All utility vehicles shall have their high intensity flashing (strobe or revolving) and hazard warning lights operating and should have traffic cones placed behind them. Additional traffic control such as guard (shadow) vehicles and impact attenuators may also be utilized.